

Safety & Technical Update

► By the Safety & Technical Team

The Safety and Technical (S&T) Team continues to participate in many forums and undertake activities to ensure that high safety standards are maintained in Australia and, through IFALPA, globally. The following is a brief outline of some of the current issues with which your Safety and Technical Committee has been engaged.

ACCIDENT ANALYSIS AND PREVENTION (AAP)

AIPA Representation

In 2022, AIPA assisted members involved in 12 safety incidents.

In October, AIPA ran a Safety Interview Training Course to provide our volunteers with the necessary skills to effectively assist members in Company safety and ATSB interviews. It is planned to run another course in 2023.

Remember if you are involved in an incident or accident, call the AIPA 24-hour Accident/Incident Hotline on +61 (0)2 8307 7788 for advice. We have experienced volunteers from across the Qantas Group available to assist you.

AERODROME AND GROUND ENVIRONMENT (AGE)

Local Runway Safety Teams (LRSTs)

AusALPA continues to be involved in LRSTs at most major airports around Australia and provides input into their projects, including the installation of stopbars, low vis operations, wildlife, major works projects, such as the implementation of a Low-Level Windshear and turbulence Alerting System (LLWAS) using LIDARs to provide real-time alerts to pilots at Sydney Airport, the overlay of 16/34 the construction of Melbourne Airport's third runway, development of Western Sydney Airport, as well as looking at the overall impact of COVID on airports.

Brisbane Airport 7kt Tailwind Proposal

Airservices Australia and Brisbane Airport have made several proposals to increase the allowable tailwind at Brisbane from the international standard of 5kts to 7kts. This is part of their ongoing efforts to increase over-the-bay operations for enhanced environmental/noise outcomes. AusALPA does not support this proposal and has voiced its concerns over increased safety risks to Airservices, Brisbane Airport and CASA. Most recently, Airservices has commissioned an independent review by

Trax International Limited which AusALPA has reviewed and provided feedback.

Wildlife Hazard

AusALPA continues to be an active member of the Australian Aviation Wildlife Hazard Group (AAWHG) Executive and holds the Deputy Chair position. In September 2022, the AAWHG held a very successful forum which included international speakers and participants. AusALPA representatives were invited to be panellists, with the session focusing on the pilot's perspective. AusALPA is also participating in an international group to provide a better (more holistic) risk assessment approach for wildlife hazard mitigation.

AusALPA also made a submission on the National Airports Safeguarding Framework Guideline C (Managing the Risk of Wildlife Strikes in the Vicinity of Airports), which will include its long term aim of having all the guidelines legislated by States and Territories.

National Runway Safety Group (NRSRG)

AusALPA remains a key member of the NRSRG, the peak body for runway safety and part of the State Safety Programme. Significant items of focus include the Global Reporting Format (GRF), runway safety data, use of stopbars and NOTAMs.

Our representatives have been actively involved in the GRF Working Group, however, disappointingly, the GRF implementation has now been postponed. Regardless, AusALPA has provided feedback on CASA's draft proposals for adopting the ICAO GRF for Australian aerodromes.

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Aerodrome Rescue and Fire Fighting Services (ARFFS)

AusALPA is a member of the CASA Technical Working Group (TWG) which is producing policy for transposing the present ARFFS regulations and standards to a new Part 176 and MOS 176 respectively. Our concern is that this should provide a safety benefit and not a cost cutting exercise. Recent shortfalls in personnel at some airports have resulted in the ARFFS category being reduced, a matter which is being considered for inclusions into the IFALPA Annex 29 (Deficiencies).

AIR TRAFFIC SERVICES (ATS)

NOTAM Working Group

Our representative, Capt. Martin Smith, continues to work with the industry on NOTAM issues currently experienced by pilots. At the NOTAM Working Group, Martin advocated for several changes to NOTAMs, including for NOTAM originators to consider using a URL in the plain text to an image file in line with IFALPA policy and the work being done at ICAO. Recently, it was observed that the NOTAM from Airservices regarding airspace closure was amended to reflect this suggestion.

Australian Future Airspace Framework (AFAF)

CASA has set up a TWG aimed at developing the AFAF in accordance with the Government's airspace policy objectives detailed in the Australian Airspace Policy Statement 2021. It will include a long-term strategic airspace implementation plan for the deployment of different airspace classes across Australian administered airspace. The AFAF will be Australia's primary reference source for airspace strategic principles, future operations, and strategic change planning. AusALPA has two participants on this TWG.

Remote Towers

CASA's amendments to the Part 172 MOS has been reviewed by the ATS Portfolio. Proposed changes include enabling electro-optical technology (known as visual surveillance system or VSS) in the provision of aerodrome control services; address a gap in the control tower sight line requirements, in situations where a new runway is commissioned, or an existing runway is

modified at an aerodrome with an existing aerodrome control facility; and remove standards that replicate standards already specified by ICAO. In response to this, AusALPA has developed a [Position Paper on the implementation of remote towers](#).

AIRCRAFT DESIGN AND OPERATIONS

5G Interference

Our representative, FO Alan Smith, has been actively engaged in discussions with CASA and the Australian Communications and Media Authority (ACMA). Our concerns are the potential effects on airport operations and on Emergency Service Aircraft in regional/remote areas. At this stage the aviation sector collectively appear to have

persuaded ACMA to introduce mitigation measures for both metro and remote areas based on the French and Canadian model. More information can be found on page 17.

OTHER BUSINESS

Safeskiies Conference

AIPA, as part of the AusALPA delegation, attended the Safeskiies Conference in Canberra in September. Safeskiies aims to identify and promote effective solutions to the safety challenges facing the aviation industry globally. This theme was on sharing the skies safely and provided a platform to focus on the safe integration of traditional and new forms of aviation, including eVOTL and RPAS operations.



Photo courtesy of Western Sydney International Airport (Instagram: @western_sydney_airport).

Our industry continues to operate in a challenging environment influenced by many factors which can alter the balance between profitability and safety standards. Nonetheless, as this year progresses, AusALPA will remain dedicated to preserving and advancing standards of safety domestically and internationally. If you have any concerns or would like further information, please do not hesitate to contact our office via office@ausalpa.org.au.